



San Bernardino Associated Governments

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Web: www.sanbag.ca.gov



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Mountain/Desert Committee Measure I Committee

August 17, 2007
9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Committee Membership

Chair

*Rick Roelle,
Town of Apple Valley*

*Bill Jahn, Mayor
City of Big Bear Lake*

*Mike Rothschild, Council Member
City of Victorville*

Vice Chair

*Dennis Hansberger
Board of Supervisors*

*Mike Leonard, Council Member
City of Hesperia*

*Chad Mayes, Council Member
Town of Yucca Valley*

*Trinidad Perez, Mayor Pro Tem
City of Adelanto*

*Rebecca Valentine, Council Member
City of Needles*

*Brad Mitzelfelt
Board of Supervisors*

*Lawrence Dale, Mayor
City of Barstow*

*Kevin Cole, Mayor
City of Twentynine Palms*

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

**Mountain/Desert Committee
*Measure I Committee**

**August 17, 2007
9:00 a.m.**

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

CALL TO ORDER: .
(Meeting Chaired by Rick Roelle)

- I. Attendance:
- II. Agenda Notices/Modifications:
- III. Announcements:

1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of August 17, 2007.** Pg. 5

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

* Items marked with an asterisk denote review/action by both the Mountain/Desert Committee and Measure I Committee.

2. **Attendance Register** Pg. 6

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. **Summary of Mountain/Desert Transit Short Range Transportation Plans** Pg. 8

Approve Fiscal Year 2008 through 2012 Short Range Transit Plans for the Cities of Barstow and Needles, the Morongo Basin Transit Authority (MBTA), the Mountain Area Regional Transit Authority (MARTA) and the Victor Valley Transit Authority (VVTA) – **Beth Kranda**

4. **Victor Valley Area Transportation Study (VVATS)** Pg. 23

Receive Report on the Progress of the Victor Valley Area Transportation Study – **Ryan Graham**

5. **Caltrans Presentation on Active State Highway Operation and Protection Program (SHOPP) projects for US-395** Pg. 25

Receive Presentation by Caltrans on Active SHOPP Projects for US-395 – **Deborah Barmack**

6. US-395 Corridor Realignment Pg. 32

Receive report on the status of US-395 Corridor Realignment Studies –
Ryan Graham

**7. Recommendation from the City of Adelanto to terminate SANBAG Pg. 36
activities on US-395 Realignment EIR**

Approve continuation of SANBAG US-395 Realignment EIR and
coordination with Caltrans on right-of-way preservation –
Deborah Barmack

8. Status of Mountain/Desert Grade Crossings in Vehicle Delay Analysis Pg. 38

Receive update on the outcome of Mountain/Desert grade crossings in
vehicle delay analysis – **Ryan Graham**

Public Comments

Items under this heading will be referred to staff for further study,
research, completion and/or future actions.

9. Additional Items from Committee Members

10. Brief Comments by the General Public

Additional Information

Acronym List Pg. 43

ADJOURNMENT:

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports
for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain/Desert Committee Meeting – Friday, September 21, 2007

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: August 17, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Contractor/Agents | Subcontractors |
|----------|--------------|-------------------|----------------|
| | | NONE | |

Financial Impact: This item has no direct impact on the 2007/2008 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsible Staff: Deborah Barmack, Director of Management Services

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2007

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Trinidad Perez + City of Adelanto | X | X | X | ** | ** | X | ** | | | | | |
| Rick Roelle Town of Apple Valley | X | | X | ** | ** | X | ** | | | | | |
| Lawrence Dale City of Barstow | X | X | X | ** | ** | X | ** | | | | | |
| Bill Jahn City of Big Bear Lake | | | X | ** | ** | | ** | | | | | |
| Mike Leonard City of Hesperia | X | | X | ** | ** | X | ** | | | | | |
| Rebecca Valentine City of Needles | X | X | X | ** | ** | X | ** | | | | | |
| Kevin Cole City of Twentynine Palms | X | | X | ** | ** | X | ** | | | | | |
| Mike Rothschild City of Victorville | X | X | X | ** | ** | X | ** | | | | | |
| Chad Mayes Town of Yucca Valley | | X | X | ** | ** | X | ** | | | | | |
| Brad Mitzelfelt County of San Bernardino | X | X | | ** | ** | X | ** | | | | | |
| Dennis Hansberger County of San Bernardino | | X | X | | | X | ** | | | | | |

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

X = Member attended meeting.
* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

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MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER – 2006

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|------------|------------|--------------|--------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|
| Kevin Cole City of Twentynine Palms | | ** | | X | ** | | X | ** | X | X | X | ** |
| Paul Cook Town of Yucca Valley | X | ** | | X | ** | X | X | ** | X | X | | ** |
| Lawrence Dale City of Barstow | X | ** | X | X | ** | X | X | ** | X | | X | ** |
| Dennis Hansberger County of San Bernardino | X | ** | X | X | ** | X | | ** | | | X | ** |
| James Lindley City of Hesperia | X | ** | X | X | ** | X | X | ** | X | X | X | ** |
| Darrell Mulvihill City of Big Bear Lake | | ** | X | | ** | | X | ** | X | | | ** |
| Bill Postmus County of San Bernardino | X | ** | | | ** | | | ** | X | X | | ** |
| Rick Roelle Town of Apple Valley | X | ** | | X | ** | X | | ** | X | X | | ** |
| Mike Rothschild City of Victorville | X | ** | | X | ** | X | X | ** | X | X | X | ** |
| Rebecca Valentine City of Needles | X | ** | X | X | ** | X | X | ** | X | X | X | ** |
| +Trinidad Perez City of Adelanto | X | ** | X | | ** | | | ** | | | X | ** |

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.
The empty boxes indicate member who did not attend the meeting that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

- Date:** August 17, 2007
- Subject:** Summary of Mountain/Desert Transit Short Range Transportation Plans
- Recommendation:*** Approve Fiscal Year 2008 through 2012 Short Range Transit Plans for the Cities of Barstow and Needles, the Morongo Basin Transit Authority (MBTA), the Mountain Area Regional Transit Authority (MARTA) and the Victor Valley Transit Authority (VVTa).
- Background:** SANBAG, operating at the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided, their performance, any needs and deficiencies and a proposed plan for the operations and capital investments covering the next five years. Copies of the plans are available upon request.

Summary of SRTPs for FY2008-2012

City of Barstow

Summary of Existing Transit Service and Performance

Barstow Area Transit (BAT) is comprised of three types of transit services covering approximately 653 square miles. The general public demand responsive zonal service is provided to the unincorporated areas of San Bernardino County including the communities of Hinkley, Hodge, Lenwood, Grandview, Yermo,

*

Approved
Mountain Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Daggett, Harvard and Newberry Spring. The fixed route service is provided within the city limits and portions of Lenwood and Grandview. The demand response paratransit service is provided for the elderly and individuals with disabilities within the city limits. All of these services are operated under contract with MV Transit. In addition the City of Barstow with agreement through the County has oversight of three volunteer demand response services for the elderly and individuals with disabilities in Big River, Trona and Havasu Lake which provide transportation with no formal fare structure, users of the services are requested to pay for the cost of fuel.

Summary of Proposed Transit Service and Performance

At this point, there are no service changes anticipated for the plan period. A request for proposal for a Comprehensive Operational Analysis of the entire system has been released in August, anticipated to be awarded in October, 2007 with a work completion date of February 2008. The work will include a comprehensive review of current service, proposals for future services; future vehicle procurements, route and service reviews, ridership analysis as well as a review of technological strategies that will help the system improve efficiencies.

Summary of Proposed Capital Improvements

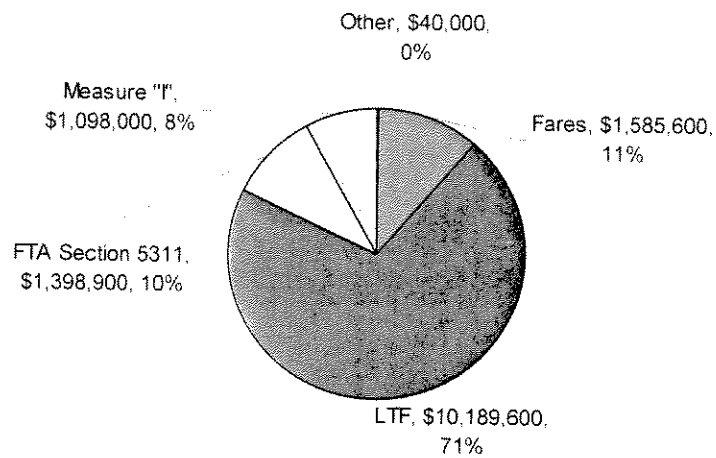
In recent years Barstow has delayed purchases of replacement vehicles. In FY 07/08, eight paratransit vehicles will be replaced, in addition there are two expansion vehicles scheduled to be purchased for Trona Area Transit and Havasu Lake Transit systems, BAT will also be receiving four paratransit vehicles and four expansion 35' buses. In FY 08/09, three 35' buses are scheduled for procurement, in FY 09/10, one 35' bus and one paratransit vehicle for BAT and a 7 passenger van for Big River Area transit will be procured. In FY 10/11 eight paratransit vehicles and two 35' buses are scheduled for replacement. In FY 11/12 five paratransit vehicles for BAT and two replacement 7 passenger vans for Big River and Havasu Lake are scheduled for replacement. Other capital improvements include \$20,000 in FY 07/08 for a computer aided dispatch system, \$100,000 for upgrades for the new Transfer Center in downtown Barstow as well as ongoing funding for their computerized performance system, computer upgrades, bus stops, shelters and benches and furniture.

Summary of Financial Plan

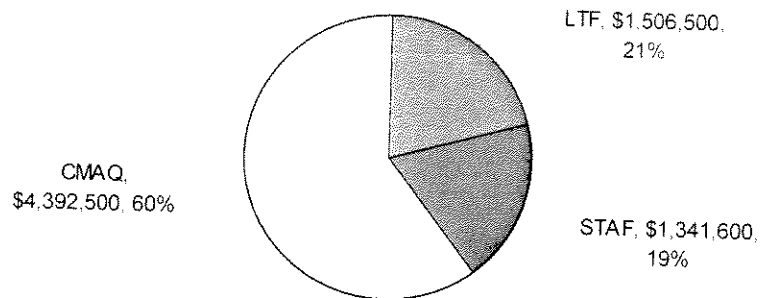
Pending the completion of the COA, Barstow will maintain current revenue hours and miles, with a projection of costs increasing at approximately 4% per year bringing the total five-year operating expense to \$14,312,000. The majority of

this expense is covered by LTF and passenger fares. The capital plan for the plan period is estimated at \$7,240,500 which includes carryover of approximately \$1,944,000 previously approved for vehicle purchases, the majority of which is funded through CMAQ and STAF dollars.

Barstow Operating Revenues



Barstow Capital Expenses



City of Needles

Summary of Existing Transit Service and Performance

Needles Area Transit (NAT) is a route deviation service implemented in May 1995. This one bus operation provides service between the hours of 7am and 7pm during the weekdays and Saturday service operating from 10am to 2pm. Currently McDonald Transit Associates, Inc. provides the service under contract with the City. The City of Needles also contracts for demand responsive service with the Needles Senior Citizens Club for service to individuals with a disability and senior citizens on a prescheduled basis. The service is provided between the hours of 9am and 1:30pm during weekdays only. The NAT service consists of two 18 passenger vehicles and the Dial A Ride program has two 9 passenger vehicles. NAT ridership has remained steady with an average of 10.5 passengers per hour, the Dial a Ride service has shown a slight decrease in ridership with an average of 3.5 passengers per hour. The overall farebox recovery for the system is 11.4% which meets the State Transportation Development Act (TDA) requirement.

Summary of Proposed Transit Service and Performance

The NAT system is not currently experiencing any capacity problems, there are no recommended changes to the service. In addition there are no recommended changes for the Dial a Ride service at this time. Recently, there has been an

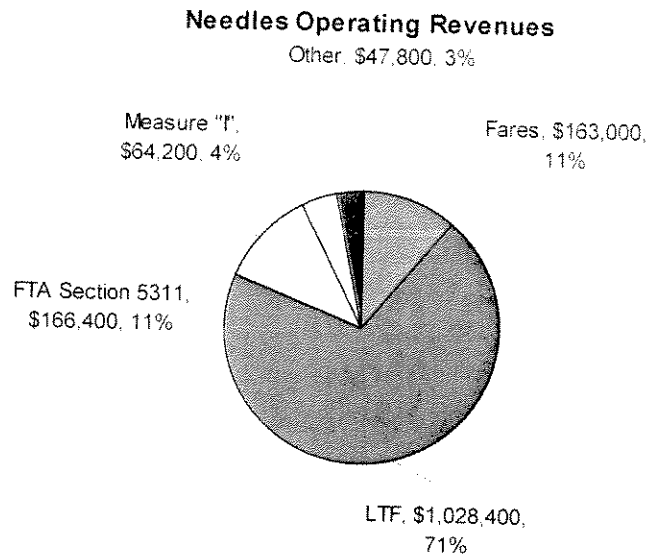
increased need and demand for non emergency medical trips across State lines as the local hospital has moved most of its services into Arizona. The local hospital situation has been in flux, with the County Board of Supervisors voting in March 2007 to take control of the facility to offer critical care services for the community. This situation needs to be monitored and a determination as to need for trips outside of the normal service area should be reviewed no later than the end of September 2007. In addition the City of Needles needs to closely monitor the Dial a Ride service and if performance begins to decline the City may wish to reconsider reorienting services to provide medical related transportation in the immediate tri-state area.

Summary of Proposed Capital Improvements

During FY 2008 – 2012 period the City of Needles will need to replace three-fourths of the existing fleet of vehicles. For NAT service, two vehicles are scheduled for replacement in FY2011, one vehicle in the Dial a Ride fleet will be replaced in FY 2009.

Summary of Financial Plan

The total operating expense for the five-year period is projected to be \$1,469,800. The primary source of funding – the Local Transportation Fund (LTF) will total 70% of the cost, \$1,028,400. Other operating revenues include passenger fares – 11%, Measure I Elderly and Handicapped (E & H) – 4%, FTA Section 5311 – 11%, CDBG and other local funds – 3%. It is recommended the city explore applying for FTA Section 5310 programs funds when opened to cover the replacement cost of the Dial a Ride vehicle, otherwise 100 % State Transit Assistance Funds (STAF) will be used.



Morongo Basin Transit Authority

Summary of Existing Transit Service and Performance

MBTA is a Joint Powers Authority representing the Town of Yucca Valley, City of Twentynine Palms and the County of San Bernardino. MBTA provides fixed route and Ready Ride (door to door general public dial a ride offered at a discounted rate for senior citizens and individuals with disabilities) service in the Morongo Basin, serving the communities of Yucca Valley, Joshua Tree, Landers, Twentynine Palms and the Twentynine Palms Marine Corps Bases. Limited service is also provided between the Morongo Valley and Palm Springs, and lifeline services are offered in Wonder Valley, Pioneertown and Morongo Valley via Ready Ride on limited days and hours. Ready Ride is intended to primarily serve seniors and persons with disabilities but is also available for all passengers at a premium rate. Service is available Monday through Friday on fixed routes with limited service on Saturday and Sunday on select routes

Summary of Proposed Transit Service and Performance

An operations analysis of MBTA was completed by Nelson\Nygaard Consulting Associates in March 2007. There are no significant near-term service changes proposed. Several short term strategies have been identified and include rerouting routes to the new Yucca Valley Transit Center when completed, making minor adjustments to enhance efficiency such as minor rerouting of some routes, looking

at ways to enhance dispatching and ride sharing, changing route naming convention, allowing free transfers from Ready Ride to fixed route, reviewing marketing strategies, coordination of services with Sunline Transit Agency in Palm Springs and encouraging transit supportive development within the MBTA service area. Further suggested enhancements to services would be increased service hours span and days and increased service frequency to 30 minute service.

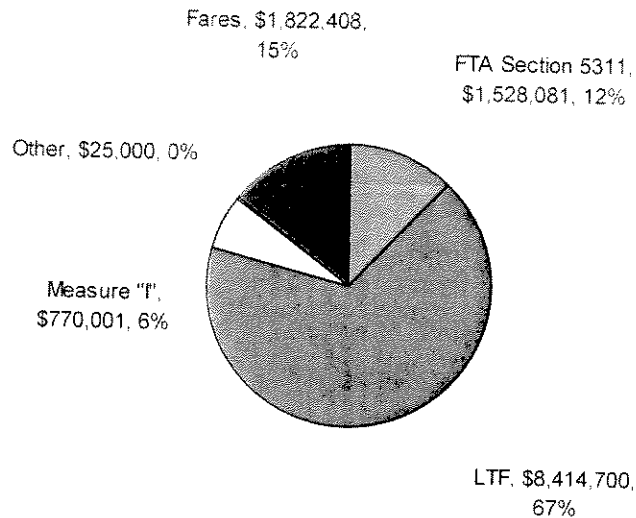
Summary of Proposed Capital Improvements

MBTA's vehicle plan is to purchase 10 vehicles over the next five years funded through CMAQ and STAF funds. Since 2004 the Yucca Valley Transit Center has been underway with construction expected to be complete in FY 2008/09. Federal, state and local funds are being used to finance the transit center project. Purchase of an emergency generator is programmed for 2009/10, a bus washer is programmed for 2010/11 and Management Information Systems (MIS) upgrades including a dispatching module is proposed over the life of the plan.

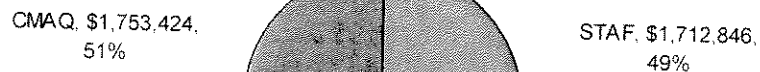
Summary of Financial Plan

The five year capital plan is projected at nearly \$3.5 million which included increased funding for the Yucca Valley Transportation Center and the purchase of ten vehicles. Operating costs are projected to increase approximately 3% per year, with holding service hours and miles flat. Operating costs are estimated at \$12.5 million over the five-year plan period – the majority of the funding is from LTF (67%), other funding sources are Passenger Fares (15%), FTA Section 5311 (12%), and Measure I (6%)

MBTA Operating Revenues



MBTA Capital Expenses



Victor Valley Transit Authority

Summary of Existing Transit Service and Performance

VVTA operates ten local fixed routes, three county routes and ADA complementary paratransit bus service in the Victor Valley area. VVTA was established by a Joint Powers Authority in 1991 which included the cities of Adelanto, Hesperia, Victorville, the Town of Apple Valley, and unincorporated portions of San Bernardino County. VVTA entered into a management contract with McDonald Transit to manage service in 1998, and in January 2005 the operations contract for transit service was executed with Veolia Transit. VVTA has outgrown its current facility and has acquired property and initial project architectural design is almost complete with the a bid for the design/build phase scheduled to be released in August of 2007

Summary of Proposed Transit Service and Performance

A recently completed Short Range Transit Plan, by Urbitran, identified strategies to be implemented over the next five years. Year 1 of the plan calls for a decrease in headways from 70 minutes to 60 minutes on the regional routes and the establishment of a core route network along with community circulators timed to connect to the core routes. Community access circulators will operate in the Town Apple Valley and cities of Hesperia and Adelanto. In addition fare increases are planned for 2007/08, 2009/10 and 2011/12. Year 2 identifies the creation of a West Victorville community dial a ride, improving peak headways from 60 minutes to 30 minutes on several routes and splitting the Adelanto community circulator into 2 routes. Year 3 includes service adjustments and a new Hesperia Main Street Route. Year 4 again improves headways on additional routes from 60 minutes to 30 minutes and Year 5 continues those same improvements on all peak routes.

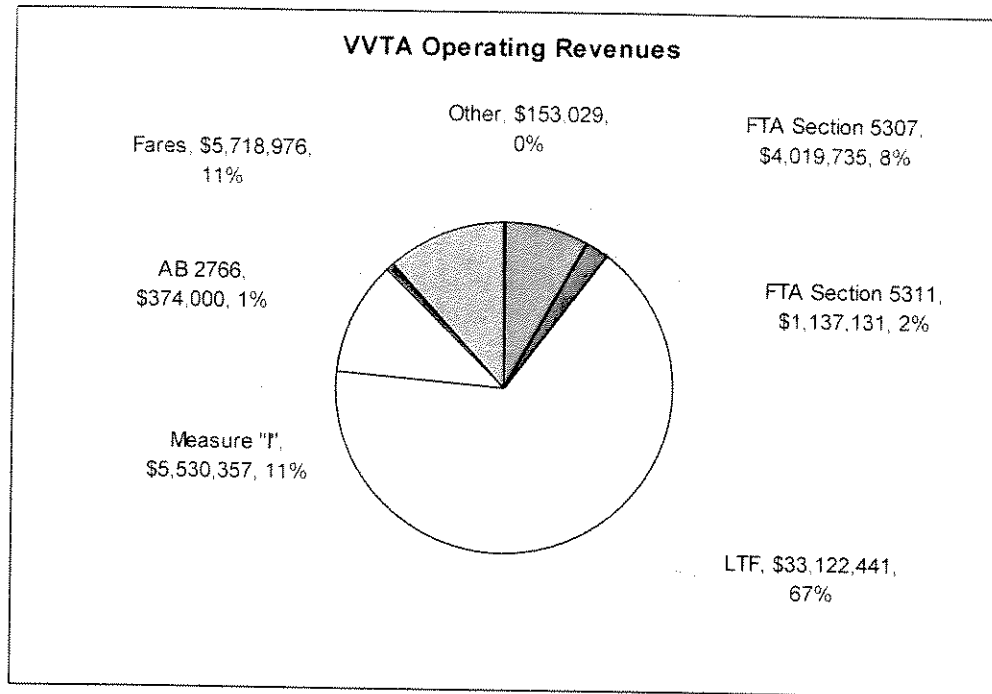
Summary of Proposed Capital Improvements

The plan includes the purchase new expansion and replacement vehicles over the next 5 years with an expected outlay of six million from various sources including CMAQ, STAF and LTF. The replacement schedule for paratransit vehicles is as follows: 08/09 six vehicles, 09/10 – eight vehicles, 10/11 – eleven vehicles, and 11/12 five. Fixed route expansion buses will be purchased in 09/10 (three) and in 10/11 (three). VVTA has received a FTA section 5309 – Bus and Bus Facility fund earmark of \$750,000 for FY 07 for the new facility, financing is also scheduled to come from FTA section 5307 – Large Urban Area Formula Funds, STAF and LTF funds.

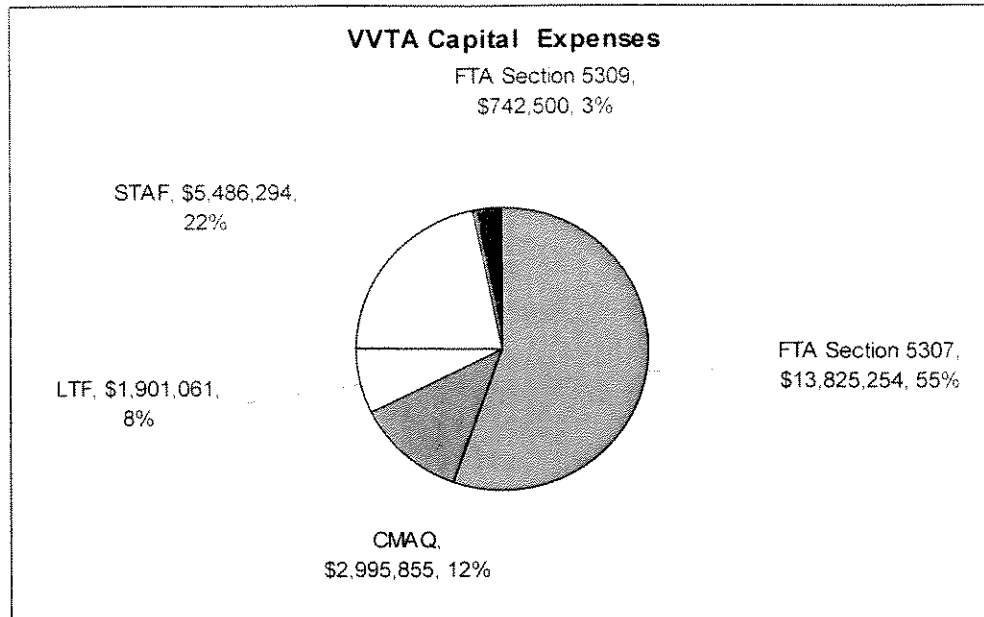
Summary of Financial Plan

With increased services come increased costs which have been detailed in VVTA's SRTP. In summary costs for services will increase by approximately 12% the 1st year,

14% the 2nd and 3rd and approximately 3% in the 4th year with a 5 year total of approximately \$74 million. The majority of operating expenses are funded with LTF dollars (67%), Measure I and passenger fares (11%), FTA Section 5307 (8%) and FTA Section 5311 (2%).



For Capital expenses the majority are funded through FTA Section 5307 (55%), other sources are STAF (22%), CMAQ (12%), LTF (8%) and FTA Section 5309 (3%).



Mountain Area Regional Transit Authority

Summary of Existing Transit Service and Performance

MARTA is a JPA which includes the City of Big Bear Lake and San Bernardino County. MARTA provides service in the mountain communities including the City of Big Bear Lake, Big Bear City, Fawnskin, Lake Erwin, Sugarloaf, Big Running Springs, Crestline, Lake Arrowhead and Blue Jay. MARTA provides fixed route, dial a ride and "off the mountain services" into San Bernardino. There are two local routes, one Arrowhead/Crestline which operates Monday through Friday and one in Big Bear Valley operating seven days per week. The "off the mountain" service is available from either Arrowhead/Crestline or Big Bear Valley Monday through Saturday. Dial a ride service in Big Bear is available 7 days per week and service in Crestline operates Monday through Friday. Until May of 2007 MARTA offered weekend Trolley service through Big Bear Valley.

Summary of Proposed Transit Service and Performance

An operations analysis of MARTA conducted by Nelson\Nygaard Consulting Associates has just recently been finalized. In the near term, service to Green Valley will be implemented within the first few months of FY 07/08 as well as a new round trip from Big Bear into San Bernardino bringing the total number of trips from that area to two. Also identified for funding in FY 07/08 will be an investment in very much needed marketing and outreach materials such as schedules and other promotional items to help

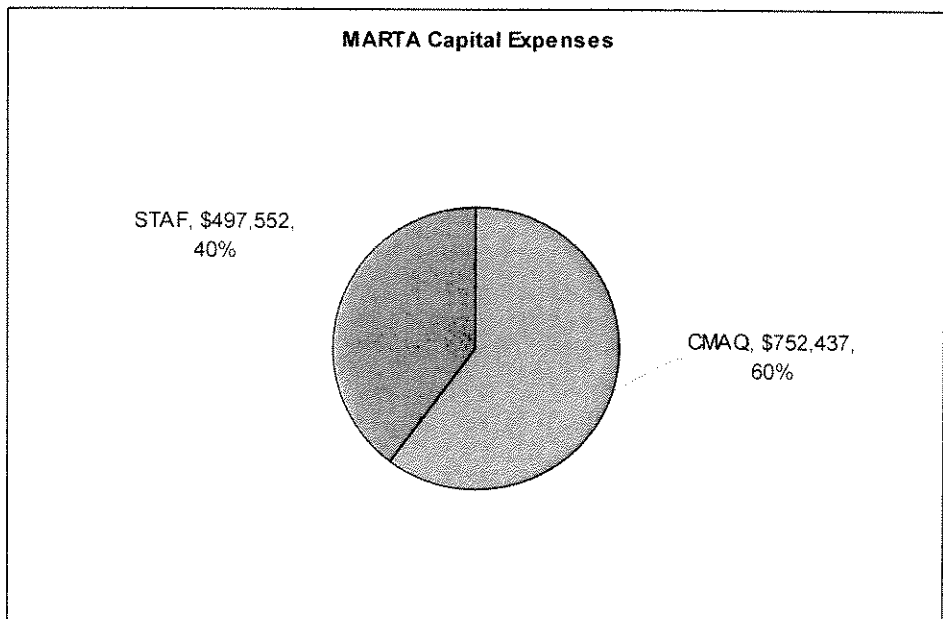
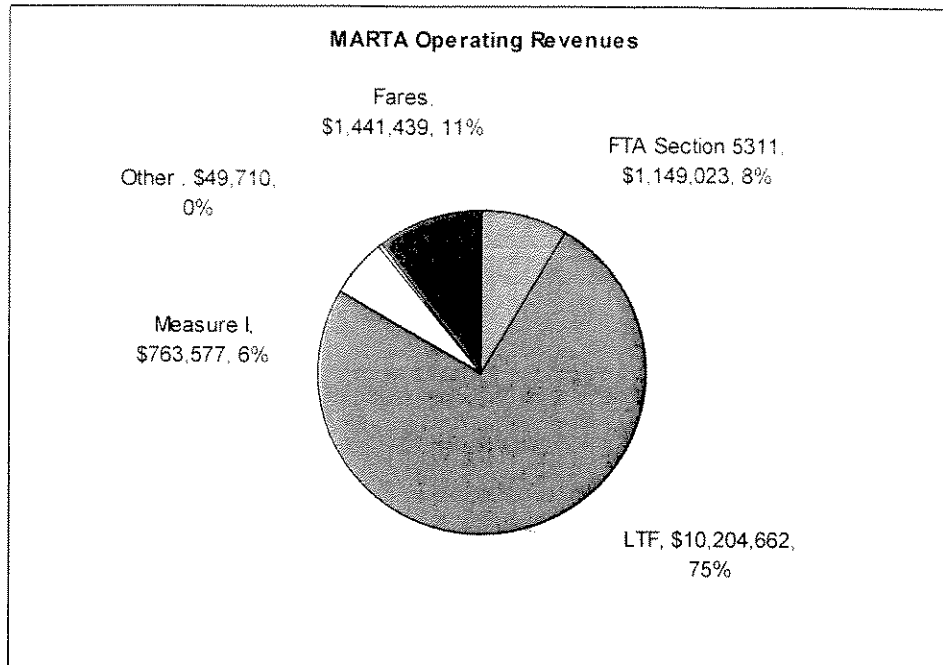
increase awareness and ridership numbers. In the short term a fare analysis will be done to determine if and when a new fare structure should be introduced and what if any changes are needed. In May 2007 the Big Bear Trolley Service was discontinued and in July of 2007 a new weekend route was introduced for Trolley Service which has been very successful, additionally winter service alternatives for the trolley are being explored. Over the course of the plan additional service hours will be introduced to help reduce headways and increase frequencies along various routes throughout the system.

Summary of Proposed Capital Improvements

Over the course of the plan, MARTA has identified a vehicle replacement schedule which includes a commitment made by the MARTA Board to investigate the use of alternative fuel vehicles in the very near future. During FY 07/08 one expansion vehicle is identified for additional service into Green Valley, also included is the replacement of 3 vans in FY 07/08, 3 vans in FY08/09 and 1 van thereafter every year until 2012. Implementation of technological strategies have also been identified in the plan with funding scheduled for FY09/10 for dispatch and scheduling software along with automatic vehicle locators (AVL) and or other tracking systems for MARTA's fleet in an effort to assist in increased efficiencies.

Summary of Financial Plan

Operating costs over the course of the five-year plan are projected to be \$13.6 million or an average of \$2.7 million per year, with an projected increase of 3% per year. The majority of funding is through County and City LTF, FTA Section 5311, Measure I and Passenger Fares. The Capital plan is estimated at \$1.2 million over the five years, with vehicle replacement making up the bulk of the cost. The capital costs are funded through CMAQ and STAF funding. Farebox recovery ratio for the system is estimated to range from 12.9% to 13.7% over the next five years.



The following tables present both the first year operating and capital revenues and projected figures over the course of the five-year plan, not including carryover dollar amounts from previous years. All of the SRTPs are financially constrained, in that all have been developed within the forecast of revenues available over the plan period. When the Board last approved the SRTPs for these operators the plans included the award of \$3.4 million in CMAQ funds for the last two years of those plans. The new SRTP's, which cover an additional three years, will require an additional \$5.082 in CMAQ funds for clean fuel vehicles.

| 2007/2008 Operating Revenues | | | | | | | | |
|-------------------------------------|----------------------|------------|-----------------|----------------------|--------------|--------------|--------------------|--------------|
| | Sec. 5311 | LTF | Sec.5307 | Measure I | Fares | Other | AB 2766 | Total |
| BAT | 258.7 | 1,746.9 | | 275.0 | 273.0 | 8.0 | | 2,561.6 |
| MARTA | 205.3 | 1,886.0 | | 125.7 | 258.2 | 10.0 | | 2,485.2 |
| MBTA | 265.4 | 1,380.4 | | 132.1 | 334.3 | 5.0 | | 2,117.2 |
| Needles | 29.9 | 192.7 | | 12.4 | 30.7 | 10.6 | | 276.3 |
| VVTA | 204.1 | 4,918.7 | 648.1 | 1,054.5 | 1,006.2 | 25.6 | 75.0 | 7,932.2 |

| 2007/2008 Capital Revenues | | | | | | | | |
|-----------------------------------|----------------------|----------------------|------------|-------------|----------------------|-------------|--------------|--------------|
| | Sec. 5307 | Sec. 5309 | LTF | STAF | Measure I | CMAQ | Other | Total |
| BAT | | | 127.5 | 174.1 | | 317.8 | | 619.4 |
| MARTA | | | | 109.6 | | 290.2 | | 399.8 |
| MBTA | | | | 882.0 | | 384.8 | | 1,266.8 |
| Needles | | | | 12.0 | | | | 12.0 |
| VVTA | 2,478.1 | 742.5 | 364.1 | 2,672.6 | | | | 6,257.3 |

| FY07/08 - FY11/12 Operating Revenues | | | | | | | | |
|---|----------------------|------------|----------------------|----------------------|--------------|--------------|--------------------|--------------|
| | Sec. 5311 | LTF | Sec. 5307 | Measure I | Fares | Other | AB 2766 | Total |
| BAT | 1,398.9 | 10,189.6 | | 1,098.0 | 1,585.6 | 40.0 | | 14,312.1 |
| MARTA | 1,143.7 | 10,204.5 | | 763.5 | 1,441.4 | 49.7 | | 13,602.8 |
| MBTA | 1,528.1 | 8,166.2 | | 770.0 | 1,822.4 | 25.0 | | 12,311.7 |
| Needles | 166.4 | 1,028.4 | | 64.2 | 163.0 | 47.8 | | 1,469.8 |
| VVTA | 1,137.1 | 33,217.7 | 4,019.7 | 5,531.3 | 5,719.0 | 153.0 | 374.0 | 50,151.8 |

| FY07/08 - FY11/12 Capital Revenues | | | | | | | | |
|------------------------------------|--------------|--------------|---------|---------|--------------|---------|-------|----------|
| | Sec. 5307 | Sec. 5309 | LTF | STAF | Measure I | CMAQ | Other | Total |
| BAT | | | 1,234.0 | 1,074.1 | | 2,988.4 | | 5,296.5 |
| MARTA | | | | 497.6 | | 752.4 | | 1,250.0 |
| MBTA | | | | 1,012.8 | | 1,753.4 | | 2,766.2 |
| Needles | | | | 284.7 | | | | 284.7 |
| VVTA | 13,825.3 | 742.5 | 1,901.1 | 5,486.3 | | 2,996.0 | | 24,951.2 |

Financial Impact: The work effort involved in the development of these SRTPs has been included in the prior year budget under Tasks 31607000 – Barstow Transit, 31707000 – Victor Valley Transit, 31807000 – Morongo Basin Transit, 32007000 – Needles Transit, and 32107000 – Mountain Area Transit. The approval of the SRTPs will result in the authorization to program the proposed five-year operating and capital projects in the regional Transportation Improvement Program (RTIP) and the approval of federal, state and local fund grants and claims necessary for operating and capital projects contained in the first year of the plan (Fiscal Year 2007/2008).

Reviewed By: This item will be reviewed by the Mountain/Desert Committee on August 17, 2007. With the exception of the MARTA and Barstow SRTPs, all of the SRTPs have been approved by their respective policy boards. It is anticipated that these two SRTPs will be approved by their policy boards prior to the September 12 SANBAG Board meeting.

Responsible Staff: Beth Kranda, Transit Analyst
Michael Bair, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: 4

Date: August 17, 2007

Subject: Victor Valley Area Transportation Study (VVATS)

Recommendation:* Receive Report on the Progress of the Victor Valley Area Transportation Study

Background: For the past nineteen months, SANBAG with participation from the Cities of Adelanto, Hesperia, Victorville, Town of Apple Valley, County of San Bernardino and Caltrans has been working to develop a long range transportation plan for the Victor Valley, also known as the Victor Valley Area Transportation Study (VVATS). The consultant under contract for this study is Kimley-Horn and Associates, Inc. As part of the contract up to four presentations to the Mountain/Desert Committee are included in the scope of work. Two presentations have been made to the Mountain/Desert Committee on July 21, 2006 and March 16, 2007. The prior presentations have included a discussion of the Existing Conditions Report, an introduction to the Right of Way Preservation Strategy and information on the preliminary model runs.

J.D. Douglas is scheduled to make a third presentation on the progress of VVATS, since the last presentation to the Mountain/Desert Committee. The presentation will include an overview of the transportation improvements evaluated in the alternatives analysis, key findings from the alternatives analysis, and potential funding scenarios for the recommended transportation system.

*

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Mountain Desert Agenda Item
August 17, 2007
Page 2

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 94508000, Victor Valley Area Transportation Study.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on August 17, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: August 17, 2007

Subject: Caltrans Presentation on Active State Highway Operation and Protection Program (SHOPP) projects for US-395

Recommendation:* Receive Presentation by Caltrans on Active SHOPP projects for US-395

Background: Caltrans is actively engaged in a variety of short range SHOPP projects on US-395. Ernie Figueroa, Caltrans District 8 Deputy of Environmental Planning will make a presentation to the Mountain/Desert Committee on active project on US-395 currently in development.

The projects listed below seek to address immediate operational and safety needs on the state highway between I-15 in Hesperia and SR-58 in Kramer Junction. Active projects in the corridor include:

- **Construct a traffic signal and widen shoulders at the intersection of US-395 and Air Expressway in the City of Adelanto (EA47530)**
 - Project Approval & Env. Document Completed - July 2007
 - Ready to List for Construction —December 2007
 - Full funding anticipated by Caltrans SHOPP in FY 2008
 - Total Cost - \$969,000

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Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

MDC0708B-RPG
Attachment:
MDC0708B1-RPG.pdf
MDC0708B2-RPG.pdf
MDC0708B3-RPG.pdf
MDC0708B4-RPG.pdf
94108000

- **Widen the median and shoulders of US-395, install median rumble strips and construct vehicle turnouts on a three mile stretch of US-395 north of Adelanto (EA0C121)**
 - Project Approval and Env. Document Completed - May 2008
 - Ready to List for Construction - December 2009
 - Project fully funded through construction
 - Total Cost - \$42,071,000
- **Widen US-395 from two lanes to four lanes and include a continuous two-way left turn lane in the Cities of Hesperia, Victorville and Adelanto (EA0F630) Also known as the "Interim Project"**
 - Project approval and Env. Document Completed - December 2008
 - Ready to List for Construction - September 2011
 - Project Approval and Env. Document phase funded by SANBAG, Adelanto, Hesperia, Victorville, and the County at \$2,000,000. Construction unfunded.
 - An existing Memorandum of Understanding (MOU) between SANBAG, Adelanto, Hesperia, Victorville, San Bernardino County and Caltrans states that all improvements on existing US-395 will be operational or safety projects and justified for funding through SHOPP; however, the project is not currently included in the 10 year SHOPP plan.
 - Total Cost – \$76,679,000
- **Construct passing lanes and improve the vertical profile of US-395 for 13 miles north of Adelanto (EA0E840)**
 - Project Approval and Env. Document Completed - February 2012
 - Ready to List for Construction -September 2013
 - Project currently in initial Project Study Report phase. Not yet funded.
 - Total Cost - \$24,100,000

The Caltrans District 8 Project Fact sheets for all four of the projects are included as attachments to this agenda item. As the project fact sheets state, the combined capital need for all four projects is \$143,819,000. Of the total identified capital need, Caltrans currently shows that \$47,834,000 of funding is programmed on the projects.

Financial Impact:

This item has no impact on the current adopted SANBAG Budget. Staff activities related to this item are consisted with the adopted Budget, Task No. 94108000, Mountain/Desert Planning and Programming.

MDC0708B-RPG
Attachment:
MDC0708B1-RPG.pdf
MDC0708B2-RPG.pdf
MDC0708B3-RPG.pdf
MDC0708B4-RPG.pdf
94108000

Mountain/Desert Agenda Item
August 17, 2007
Page 3

Reviewed By: This item is scheduled to be reviewed by the Mountain/Desert Committee on August 17, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist
Deborah Barmack, Interim Executive Director

MDC0708B-RPG
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MDC0708B1-RPG.pdf
MDC0708B2-RPG.pdf
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MDC0708B4-RPG.pdf
94108000



DISTRICT 8 PROJECT FACT SHEET

August 6, 2007

EA: **47530**

PROJECT DESCRIPTION & SCOPE

This project consists of improving the at-grade intersection of United States Route 395 (US 395) and Air Base Road in Adelanto. The proposed improvements include replacing stop signs and four-way flashers with traffic signals and widening the outside shoulders.

NEED & PURPOSE OF PROJECT

The proposed improvements will improve the overall operation and safety of this intersection.

COMMENTS & ISSUES

Environmental: A Categorical Exemption/Programmatic Categorical Exclusion (CE/PCE) was obtained on June 4, 2007.

Design:

Right of Way: The project requires no new right-of-way.

Construction/Traffic: A Traffic Management Plan (TMP) will minimize traffic impacts during construction.

Misc:

STAKEHOLDERS

California Department of Transportation (Caltrans), City of Adelanto
Lead Agency: Caltrans

CONTACT

Rafih Achy, Project Manager - 909-884-1823

SBD - 395 - PM 15.4 / 15.9
ADELANTO AT AIR BASE ROAD

INSTALL TRAFFIC SIGNAL & WIDEN
SHOULDER

Programming

Small SHOPP

201.010 / HB1

Cooperative Agreements

Agree 8-1107 exec 1/25/00 (Not needed
since CT now doing 100%)

SCHEDULE

| | |
|-----------|----------|
| PA&ED | 7/20/07 |
| PS&E | 11/23/07 |
| R/W Cert | 12/17/07 |
| RTL | 12/28/07 |
| Beg Const | 4/29/08 |
| End Const | 11/28/08 |

COST

| STATE | (Funding FY: 08) | |
|----------------------|------------------|------------------|
| | Programmed | Current Estimate |
| Support | | |
| Bridge Const | | |
| Rdwy Const | | \$959,000 |
| Total Const | | \$959,000 |
| R/W | | \$10,000 |
| Total State | | \$969,000 |
| LOCAL | Current Estimate | |
| | Programmed | |
| Support | | |
| Rdwy Const | | |
| R/W | | |
| Total Local | | |
| Total Project | | \$969,000 |

Revised: June 20, 2007



DISTRICT 8 PROJECT FACT SHEET

May 15, 2007

EA: **0C121**

PROJECT DESCRIPTION & SCOPE

Widen roadway and shoulders to provide 4' median buffer, standard shoulders with ground-in rumble strips along each shoulder and each edge of median.

NEED & PURPOSE OF PROJECT

Improve highway to reduce likelihood of cross-centerline accidents.

COMMENTS & ISSUES

Environmental: Mohave Ground Squirrel (state listed) and Desert Tortoise (state and federally listed) known to inhabit project vicinity. Anticipated Environmental Document: Negative Declaration/Finding Of No Significant Impact (ND/FONSI).

Design:

Right of Way: Existing right of way is largely by prescriptive right, acquisition will be performed to the ultimate width in accordance with a planned passing lane project.

Construction/Traffic:

Misc:

STAKEHOLDERS

California Department of Transportation (Caltrans), California Highway Patrol (CHP), Inter-regional travelers and the trucking industry.

Lead Agency: Caltrans

CONTACT

John Ashton, Project Manager - 909-383-4069

SBD - 395 - PM 19.05 / 35.6

FR 12.64 KM N/O SR-18 TO 17.47 KM S/O
KRAMER JCT (RTE 58)

WIDEN MEDIAN & SHOULDERS,
INSTALL MEDIAN & SHOULDER
RUMBLE STRIPS & CONST TURNOUTS

Programming

2006 SHOPP

201.010

/ HB1

Cooperative Agreements

SCHEDULE

| | |
|-----------|----------|
| PA&ED | 5/01/08 |
| PS&E | 8/18/09 |
| R/W Cert | 11/02/09 |
| RTL | 12/01/09 |
| Beg Const | 3/10/10 |
| End Const | 9/02/11 |

COST

| STATE | (Funding FY: 10) Programmed | Current Estimate |
|----------------------|--------------------------------|---------------------|
| Support | \$10,235,000 | \$10,235,000 |
| Bridge Const | | |
| Rdwy Const | | \$29,986,000 |
| Total Const | \$33,749,000 | \$29,986,000 |
| R/W | \$1,850,000 | \$1,850,000 |
| Total State | \$45,834,000 | \$42,071,000 |
| LOCAL | Programmed | Current Estimate |
| Support | | |
| Rdwy Const | | |
| R/W | | |
| Total Local | | |
| Total Project | \$45,834,000 | \$42,071,000 |

Revised: May 9, 2007

MDC0708B2-RPG.PDF
94108000



DISTRICT 8 PROJECT FACT SHEET

May 15, 2007

EA: **0F630**

PROJECT DESCRIPTION & SCOPE

This project will widen US-395 to 4 lanes plus a two-way, left-turn lane and standard shoulders. This project will widen or replace the structure over the California Aqueduct.

NEED & PURPOSE OF PROJECT

This portion of US-395 lies within the Cities of Adelanto, Hesperia and Victorville. It is the main north-south arterial for these cities and also services a significant volume of interregional truck traffic. Decreasing operational efficiency requires that this route be widened. Portions of US-395 have already been widened through this area as a condition of development along the route; this project will fill in the gaps. The project will improve the operational efficiency and safety.

COMMENTS & ISSUES

Environmental: A Negative Declaration/Finding of No Significant Impact (ND/FONSI) is anticipated.

Design:

Right of Way: Numerous utilities will require relocation.

Construction/Traffic: To be determined.

Misc:

STAKEHOLDERS

California Department of Transportation (Caltrans), California Highway Patrol (CHP), County of San Bernardino, Cities of Adelanto, Hesperia, and Victorville.
Lead Agency: Caltrans

CONTACT

John Ashton, Project Manager - 909-383-4069

SBD - 395 - PM 3.98 / 19.3

IN HESPERIA, VICTORVILLE &
ADELANTO FR 0.26 KM N/O I-15/US-395
SEP TO 1.75 KM N/O BELLA VISTA
DRIVE
WIDEN HWY TO 4-LANES W/TWLTL &
WIDEN SHLDRS ON EXISTING
ALIGNMENT

Programming

PriList

025.700

/ HE13

Cooperative Agreements

SANBAG-\$1,400,000, Cities of Victorville, Adelanto & Hesperia-\$600,000 for PA&ED, CT-PA&ED, PSE, AAA. Draft Contribution Agr 08-1250 SANBAG to fund \$2,000,000 of support costs for PA/ED 7/9/04. Separate Design & Const Agrs to be done. sh Dist Contribution Coop Agr 08-1250 Exec 5/4/05 MMA

SCHEDULE

| | |
|-----------|----------|
| PA&ED | 12/01/08 |
| PS&E | 7/07/11 |
| R/W Cert | 8/02/11 |
| RTL | 9/01/11 |
| Beg Const | 1/06/12 |
| End Const | 1/07/14 |

COST

| (Funding FY:) | | Current Estimate |
|----------------------|--------------------|---------------------|
| STATE | Programmed | |
| Support | | \$14,936,000 |
| Bridge Const | | \$1,400,000 |
| Rdwy Const | | \$48,068,000 |
| Total Const | | \$49,468,000 |
| R/W | | \$10,275,000 |
| Total State | | \$74,679,000 |
| | | Current Estimate |
| LOCAL | Programmed | |
| Support | \$2,000,000 | \$2,000,000 |
| Rdwy Const | | |
| R/W | | |
| Total Local | \$2,000,000 | \$2,000,000 |
| Total Project | \$2,000,000 | \$76,679,000 |

Revised: May 9, 2007

MDC0708B3-RPG.PDF
94108000



DISTRICT 8 PROJECT FACT SHEET

August 7, 2007

EA: **0E840**

PROJECT DESCRIPTION & SCOPE

This project will construct passing lanes and improve vertical profile from the City of Adelanto north for 13 miles.

NEED & PURPOSE OF PROJECT

US-395 is a two-lane conventional highway with few passing opportunities and many vertical curves that limit sight distance. This project will improve operations, sight distance, and safety.

COMMENTS & ISSUES

Environmental:

Design:

Right of Way: No new Right of Way is required.

Construction/Traffic:

Misc:

STAKEHOLDERS

California Department of Transportation (Caltrans), California Highway Patrol
Lead Agency: Caltrans

CONTACT

John Ashton, Project Manager - 909-383-4069

SBD - 395 - PM 20.1 / 33.0

FROM 14.4 KM N/O SR-18 TO 20.8 KM S/
O KRAMER JCT

CONSTRUCT PASSING LANES &
ADJUST VERTICAL ALIGNMENT

Programming

PriList

025.700

/ HB4C

Cooperative Agreements

SCHEDULE

| | |
|-----------|---------|
| PA&ED | 2/01/12 |
| PS&E | 6/03/13 |
| R/W Cert | 8/02/13 |
| RTL | 9/02/13 |
| Beg Const | 1/02/14 |
| End Const | 9/02/14 |

COST

| STATE (Funding FY:) | | Current Estimate |
|----------------------|--|---------------------|
| Support | | \$0 |
| Bridge Const | | |
| Rdwy Const | | \$24,000,000 |
| Total Const | | \$24,000,000 |
| R/W | | \$100,000 |
| Total State | | \$24,100,000 |
| LOCAL Programmed | | Current Estimate |
| Support | | |
| Rdwy Const | | |
| R/W | | |
| Total Local | | |
| Total Project | | \$24,100,000 |

Revised: May 9, 2007

MDC0708B4-RPG.PDF
94108000

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: August 17, 2007

Subject: US-395 Corridor Realignment

Recommendation:* Receive report on the status of US-395 Corridor Realignment Studies

Background: SANBAG and Caltrans are both involved in a number of projects on US-395 between I-15 and SR-58. The projects attempt to provide both short range safety and operational improvements to existing US-395 and a long range transportation solution that seeks to provide adequate capacity to accommodate the growth in regional and interregional travel in the Victor Valley. It is recognized that the long range activities should not divert attention from addressing the immediate and urgent need of improving existing US-395, but both sets of activities are imperative to meeting the transportation challenges confronting the Victor Valley.

SANBAG EIR. The SANBAG Board of Directors approved preparation of an EIR for the realignment of US-395 in the FY 06/07 and approved Contract No. 07017 with UltraSystems Environmental in October 2006. At this point, work has been underway by the consultant, SANBAG staff, and affected jurisdictions for approximately ten months. The project will provide a CEQA (California Environmental Quality Act) level clearance for the realignment of US-395 through the Victor Valley that could be adopted into local jurisdiction general plans for the purposes of preserving a viable right-of-way corridor.

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

This strategy complements the efforts of Caltrans, which will ultimately prepare the necessary environmental documents and secure the required project approvals for the construction of a realigned US-395. Although construction of a realigned US-395 may be a decade or more in the future, a right-of-way corridor needs to be defined as soon as possible. As development continues to occur in the western Victor Valley, the identification of a new alignment will become even more difficult.

The funding for the SANBAG EIR is a combination of transportation planning funds and a Measure I Exchange agreement between SANBAG and the City of Hesperia. UltraSystems Environmental, SANBAG's EIR contractor, has expended \$264,662 of the \$650,000 total contract amount. Activities to date include the preparation of public outreach materials, the CEQA Initial Study and selected technical studies, including biological field surveys. If the contract were to be terminated, the consultant will need to complete current activities and invoice SANBAG for that work.

CALTRANS Project Approval and Environmental Document. While Caltrans' State and Federal clearance on the realignment of US-395 will take longer to complete than the SANBAG EIR, SANBAG and the local jurisdictions both need to be actively engaged in their efforts. The California Transportation Commission allocated the \$14M the Caltrans project (EA34040) several years ago. (See project fact sheet included as Attachment 1 to this item.) The \$14M is comprised of \$4m programmed by SANBAG; \$4m programmed by Caltrans, and \$2m programmed by each of Inyo, Mono, Kern Counties. Because the programming has already been allocated by the California Transportation Commission, it may not be possible for SANBAG to unilaterally terminate the project. SANBAG may be able to recover a portion of the \$4M contributed to the project, but the process for recovering any of the allocated funds is unclear.

Need for Corridor Preservation. The Victor Valley population has grown at an annual rate of six percent over the last five years, four times faster than the annual rate of growth for California. As developable land in the San Bernardino Valley becomes scarce and housing prices increase further, growth pressures will increase even more in the high desert. The population in the Victor Valley over the next 30 years could approach one million.

By comparison, the San Bernardino Valley is currently home to 1.3 million people. It is also important to recognize that the developable land area in the Victor Valley is large. Just the four cities (Adelanto, Apple Valley, Hesperia, and Victorville) and their spheres of influence encompass a land area that is

equivalent to the entire San Bernardino Valley, which is served by three east-west freeways and three north-south freeways. It should be expected, then, that the Victor Valley will also require a more robust freeway backbone as it moves into the middle of the 21st century. Reliance on I-15 as the only north-south freeway is not a transportation solution. Failure to complete the US-395 realignment process will guarantee that a realigned US-395 will never be built. This will eventually result in a deficient transportation system.

There is a parallel to the current US-395 dilemma in the history of the SR-210 freeway. Right-of-way for SR-210 was preserved many years in advance of when it could be built, even though many individuals could not foresee the need for such a facility at the time. The facility could not have been built had right-of-way not been preserved many years in advance of the project's construction. Yet there is little debate now that building SR-210 was essential to maintaining mobility in the San Bernardino Valley.

Even though the need for a realigned US-395 is currently difficult to envision, and even though the right-of-way preservation process is a major challenge, it is essential to take action now. Once the alignment is defined, local jurisdictions will be able to plan around it and integrate it into their transportation and land use plans in cooperation with the private sector development. This will be in the long term interest of the Victor Valley. At the same time, strong emphasis needs to be placed on solving the most immediate problem of improving existing US-395. The choice is not an "either or" but a "both and."

Staff recommends the continuation of both sets of planning activities on US-395. Caltrans is progressing on immediate and long-term safety and operational projects to address both the immediate and future needs of US-395. Although construction of a realigned US-395 may be a number of years away, a number of traffic studies show that such a facility is needed to address the long-term transportation needs of the Victor Valley. With the pace of development in the Victor Valley, this is the last opportunity to define the alignment.

- Financial Impact:** This item has no impact on the current adopted SANBAG Budget. Staff activities related to this item are consistent with the adopted Budget, Task No. 94108000, Mountain/Desert Planning and Programming.
- Reviewed By:** This item is scheduled to be reviewed by the Mountain/Desert Committee on August 17, 2007.
- Responsible Staff:** Ryan Graham, Transportation Planning Specialist
Steve Smith, Chief of Planning
Deborah Barmack, Interim Executive Director



DISTRICT 8 PROJECT FACT SHEET

May 15, 2007

EA: **34040**

PROJECT DESCRIPTION & SCOPE

This project will improve 44 miles of United States 395 (US-395) from Interstate 15 (I-15) to 2 miles north of State Route 58 (SR-58). This project will upgrade US-395 from a Regional Principal Arterial to a Freeway/Expressway facility. Several alignments are being studied. Most alternatives involve a complete realignment of the existing route. The scope of the project is to construct a 6-Lane Freeway from I-15 to SR-18 (PM 4.0 / 11.2), construct a 4-lane Freeway from SR-18 to Purple Sage Road (PM 11.2/21.6) and construct a 4-lane Expressway from Purple Sage Road to Farmington Road (PM 21.6/48.0).

NEED & PURPOSE OF PROJECT

US-395 is a major interregional route with high volumes of truck traffic. Steady regional growth has had a significant negative impact on traffic operations along US-395. The purpose of the project is to relieve traffic congestion and to provide a safe and efficient transportation facility. This project will relieve traffic congestion, improve safety and provide efficient transportation for people and goods.

COMMENTS & ISSUES

Environmental: A Notice Of Preparation (NOP) was published by the State Clearinghouse on June 29, 2006. A Notice Of Intent (NOI) was published in the Federal Register July 5, 2006. The California Department of Transportation (Caltrans) Environmental division will be the lead on completing the project Environmental Impact Report/Environmental Impact Statement (EIR/EIS). San Bernardino Associated Governments (SANBAG) is preparing the Victor Valley Transportation Study and a Programmatic EIR. They will be completed in tandem with this project and we will coordinate our efforts.

Design:

Right of Way: New right of way will be required for this project. General Plans for the Cities of Adelanto, Hesperia, and Victorville are being updated and a new alignment will be shown when the Programmatic EIR is completed.

Construction/Traffic:

Misc: Caltrans and SANBAG are working with the Cities of Adelanto, Hesperia, and Victorville, as well as, San Bernardino County in defining viable alignments and Interchange locations. Several alternatives are being analyzed. Possible connections with the High Desert Corridor and the Southern Beltway are being considered.

STAKEHOLDERS

Caltrans, Inyo, Kern, Mono and San Bernardino Counties, Cities of Adelanto, Hesperia and Victorville, Community of Kramer Junction, Federal Highway Administration (FHWA), SANBAG, Bureau of Land Management (BLM), US Fish & Wildlife Service (USFWS), California Fish & Game, Edwards Air Force Base, California Highway Patrol (CHP)
Lead Agency: Caltrans

CONTACT

Paula Beauchamp, Project Manager - 909-730-7152

Revised: May 9, 2007

SBD - 395 - PM 4.0 / 48.0

AT I-15/STA RTE 395 JCT TO 0.5 MI (0.8 KM) S/O FARMINGTON RD (PA&ED ONLY)

REALIGN & WIDEN TO 6-LANE FRWY FR I-15 TO SR 18 (PH 1) & 4-LANE FRWY FR SR 18 TO PURPLE SAGE (PH 2) & WIDEN TO 4-LANE EXPWY FR PURPLE

Programming

2006 STIP

025.700, 075.600 / HE13

Cooperative Agreements

PA&ED-CT

SCHEDULE

| | |
|-----------|----------|
| PA&ED | 11/02/11 |
| PS&E | |
| R/W Cert | |
| RTL | |
| Beg Const | |
| End Const | |

COST

| STATE | (Funding FY:) Programmed | Current Estimate |
|---------------|------------------------------|---------------------|
| Support | \$14,000,000 | \$14,000,000 |
| Bridge Const | | |
| Rdwy Const | | |
| Total Const | | |
| R/W | | |
| Total State | \$14,000,000 | \$14,000,000 |
| LOCAL | Programmed | Current Estimate |
| Support | | |
| Rdwy Const | | |
| R/W | | |
| Total Local | | |
| Total Project | \$14,000,000 | \$14,000,000 |

Minute Action

AGENDA ITEM: 7

Date: August 17, 2007

Subject: Recommendation from the City of Adelanto to terminate SANBAG activities on US-395 Realignment EIR

Recommendation:* Approve continuation of SANBAG US-395 Realignment EIR and coordination with Caltrans on right-of-way preservation.

Background: At the June meeting of the Mountain/Desert Committee and July meeting of the Board of Directors, Mayor Jim Nehmens, City of Adelanto, requested that the Board of Directors consider termination of SANBAG work related to realignment of US-395. The concern expressed by Mayor Nehmens related to the immediate need for short term improvements to existing US-395 and the continuing high accident rate on the roadway. Previous items in this agenda provide a comprehensive status report on activities related to US-395.

There is universal agreement on the high priority for safety and operational improvements on existing US-395. However, SANBAG staff recommends that the work on US-395 Realignment EIR continue for the following reasons:

- Four projects related to operational and safety improvements are currently underway. Termination of the US-395 realignment study and SANBAG Contract 07017 would not result in completion of those projects within a shorter timeframe.
- Additional funding is required to complete the identified operational and safety improvements. However, the funding on the US-395 realignment

*

*Approved
 Mountain/Desert Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

study would not make any meaningful contribution to the operational and safety projects because funding is either specifically identified as planning funds; not under SANBAG control; and/or a very small percentage of funds required for any one of the unfunded projects.

- Long range planning for future freeway facilities in the Victor Valley is essential to address the future needs of the Victor Valley. Failure to immediately identify and protect an alignment will result in a lost opportunity that will not be available in the future.

Financial Impact: Termination of Contract No. 07017 would result in approximately \$300,000 which could be redirected to other planning studies in San Bernardino County. It is uncertain if SANBAG has authority to withdraw Regional Improvement Program funds which have been allocated for the Caltrans US-395 Project Approval and Environmental Document. The timeframe within which those funds would become available for reprogramming is also uncertain. If SANBAG were able to recapture the funds, approximately \$3.7m could be re-programmed for capacity enhancing projects in San Bernardino County.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on August 17, 2007.

Responsible Staff: Deborah Robinson Barmack
Interim Executive Director

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: August 17, 2007

Subject: Status of Mountain/Desert Grade Crossings in Vehicle Delay Analysis

Recommendation:* Receive update on the outcome of Mountain/Desert grade crossings in vehicle delay analysis

Background: On April 4, 2007, the SANBAG Board approved a loan of Measure I Valley Major Projects funds to fund project development for up to five railroad grade separation projects to be repaid from Measure I 2010-2040 Valley Major Street Projects funds. Up to \$15 million in Measure I funds was made available for the project development activities. Approval of project development funding enables the development of shelf-ready grade separation projects to take advantage of the funding that is expected to become available from the Trade Corridor Improvement Fund (TCIF) and the Highway-Railroad Crossing Safety Account of Proposition 1B.

Subsequent to the April 4 meeting, SANBAG solicited candidate grade separation projects through a project nomination request to local jurisdictions in the Valley. On May 2, 2007, the Board approved a methodology for the identification and evaluation of grade separation projects. Since then, staff has worked with local jurisdictions to evaluate the projects based on the point-based criteria provided in an information item at the July 11 Board meeting. A list of the point-based criteria used to analyze the candidate grade separation projects is included as Attachment 1 to this item.

*

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

While Mountain/Desert grade crossings were ineligible for the project development funding identified for the Valley grade crossings, two Mountain/Desert grade crossings were included in the delay analysis to determine their relative competitiveness when compared to their Valley counterparts for the purposes of pursuing TCIF and Highway-Railroad Crossing Safety Account funds of Proposition 1B. Initially, a third Mountain/Desert grade crossing was identified by the City of Needles to be included in the analysis. However, existing ADT and future ADT volumes were not available at the time the analysis was conducted, so the project was omitted from the analysis.

The Valley grade separation projects, listed by city in alphabetical order, include:

- City of Colton
 - Valley Blvd. at the BNSF/UP San Bernardino Line (fair share = 19.6%)
- City of Grand Terrace
 - Main St. at the BNSF/UP San Bernardino Line (fair share = 18.0%)
- City of Ontario
 - S. Milliken Ave. at the UP Los Angeles Line (fair share = 20.0%)
 - Vineyard Ave. at the UP Alhambra Line (fair share = 20%)
 - S. Archibald Ave at the UP Los Angeles Line (fair share = 20%)
- City of Rialto
 - Riverside Ave. at the Metrolink Line (not in Nexus Study, but fair share estimated at 18%)
- City of San Bernardino and County of San Bernardino
 - Palm Ave. at BNSF/UP Cajon Line (fair share = 14.6%)
- County of San Bernardino
 - Glen Helen Pkwy. At BNSF/UP Cajon Line (fair share = 14.8%)

The Mountain/Desert grade separation projects, listed in alphabetical order, include:

- County of San Bernardino/City of Barstow
 - Lenwood Road at the BNSF/UP Cajon Line
- County of San Bernardino
 - Vista Road at the BNSF/UP Cajon Line

The fair share percentages identified for Valley grade separation projects are development contributions required by the Congestion Management Program mandated by the Measure I 2010-2040 Ordinance and did not affect the outcome of the evaluation. The point-based criteria used for evaluation of the grade

crossings are included as Attachment 1 to this item. The point scores (out of 100 possible points) and ranking resulting from the evaluation are:

1. Glen Helen at BNSF/UP Cajon Line—68.4 points
2. Vista at BNSF/UP Cajon Line—67.9 points
3. South Milliken at UP Los Angeles Line—56.6 points
4. Valley at BNSF/UP San Bernardino Line—56.3 points
5. Palm at BNSF/UP Cajon Line—43.5 points
6. Lenwood at BNSF/Cajon Line—40.6 points
7. Vineyard at UP Los Angeles Line—40.4 points
8. Main St. at the BNSF/UP San Bernardino Line – 38.0 points
9. S. Archibald Ave. at UP Los Angeles Line – 37.5 points
10. Riverside Ave. at Metrolink San Bernardino Line – 30.6 points

A table including point scores for all the grade separation projects is included in Attachment 2 to this agenda item. The results of the vehicle delay analysis indicate that, when compared to Valley grade separations, Lenwood Road and Vista Road rank 6 and 2 respectively.

Although, the grade crossings scored well in the overall evaluation, no source of project development funding, similar to what exists in the Valley, exists for Mountain/Desert jurisdictions. Mountain/Desert jurisdictions that wish to pursue TCIF and Highway-Railroad Crossing Safety Account funds for their grade crossing projects will need to develop the projects with their own funding. The deadline that has been identified for project construction in SB 9, the enabling legislation for the Trade Corridor Investment Fund account, is June 2013.

Financial Impact: This item has no financial impact on the current adopted SANBAG Budget. Staff activities related to this agenda item are consistent with the adopted budget, Task No 94108000, Mountain/Desert Planning and Programming.

Reviewed By: This item is scheduled to be reviewed by the Mountain/Desert Committee on August 17, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

Attachment 1
Criteria Used for Evaluation of Railroad Grade Separation Projects:

1. Point-based criteria (up to 100 points)
 - a. Existing traffic delay reduction – up to 30 points (hours of delay reduced) – highest scoring project receives 30 points, rest is proportional.
 - b. Future traffic delay reduction – up to 30 points (hours of delay reduced) – same scoring as above.
 - c. Potential reduction in accidents – up to 10 points (number of accidents over last 10 years) – up to 5 points for total accidents and 5 points for fatal and injury only, highest scoring project in each category receives full 5 points, rest is proportional.
 - d. Potential noise reduction – up to 5 points (number of existing dwelling units within ¼ mile radius of crossing multiplied by no. trains per day) – highest scoring project receives all 5 points, rest is proportional.
 - e. Potential emission reduction – up to 5 points (annual tons of pollutants reduced through elimination of idling) – highest scoring project receives all 5 points, rest is proportional
 - f. Availability of alternate project development funding – up to 10 points (over-matching beyond fair share receives points) – two points per 10% of funding committed to for project development beyond the development fair share. Mountain/Desert grade crossings were assumed to have 0% as their development mitigation requirement.
 - g. Anticipated construction timeline – up to 10 points - qualitative evaluation, with projects having no right-of-way acquisition requirements receiving 5 points and those with no environmental complexities receiving 5 points.

Attachment 2. Point Scores for Grade Separation Projects

| | Points for Existing Delay | Points for Future Delay | Points for Accidents | Points for Noise Reduction | Points for Emission Reduction | Avail. Of Alt. Project Devel. Funding | Points for ROW (no ROW issues = 5 points) | Points for Envir. (no Envir. issues = 5 points) | Total | Ranking for Projects (Including M/D) |
|-------------------------------------|------------------------------------|----------------------------------|-------------------------|----------------------------------|-------------------------------------|---|--|--|-------|--|
| Grade Crossing | | | | | | | | | | |
| Valley Projects | | | | | | | | | | |
| Valley Blvd. | 30.0 | 9.3 | 0 | 5.0 | 5.0 | 0 | 2 | 5 | 56.3 | 4 |
| Main St. | 18.9 | 5.6 | 0 | 4.4 | 3.1 | 0 | 3 | 3 | 38.0 | 8 |
| South Milliken Ave. | 25.7 | 10.6 | 10 | 0.0 | 4.3 | 0 | 3 | 3 | 56.6 | 3 |
| Vineyard Ave. | 20.1 | 7.9 | 2 | 1.0 | 3.4 | 0 | 3 | 3 | 40.4 | 7 |
| South Archibald Ave. | 13.1 | 9.2 | 4 | 0.0 | 2.2 | 0 | 4 | 5 | 37.5 | 7 |
| Riverside Ave. | 13.7 | 4.0 | 0 | 3.6 | 2.3 | 0 | 2 | 5 | 30.6 | 9 |
| Palm Ave. | 19.7 | 8.5 | 2 | 0.0 | 3.3 | 0 | 5 | 5 | 43.5 | 5 |
| Glen Helen Pkwy. | 21.0 | 30.0 | 2 | 0.9 | 3.5 | 4 | 3 | 4 | 68.4 | 1 |
| Mountain/Desert Projects | | | | | | | | | | |
| Lenwood Rd. | 15.1 | 10.5 | 2 | 1.5 | 2.5 | 2 | 4 | 3 | 40.6 | 6 |
| Vista Rd. | 26.1 | 25.2 | 0 | 0.3 | 4.4 | 4 | 4 | 4 | 67.9 | 2 |

SANBAG Acronym List

1 of 2

| | |
|----------|--|
| AB | Assembly Bill |
| ACE | Alameda Corridor East |
| ACT | Association for Commuter Transportation |
| ADA | Americans with Disabilities Act |
| APTA | American Public Transportation Association |
| AQMP | Air Quality Management Plan |
| ATMIS | Advanced Transportation Management Information Systems |
| BAT | Barstow Area Transit |
| CAC | Call Answering Center |
| CALACT | California Association for Coordination Transportation |
| CALCOG | California Association of Councils of Governments |
| CALSAFE | California Committee for Service Authorities for Freeway Emergencies |
| CALTRANS | California Department of Transportation |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act |
| CHP | California Highway Patrol |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Program |
| CNG | Compressed Natural Gas |
| COG | Council of Governments |
| CSAC | California State Association of Counties |
| CTA | California Transit Association |
| CTAA | Community Transportation Association of America |
| CTC | California Transportation Commission |
| CTC | County Transportation Commission |
| CTP | Comprehensive Transportation Plan |
| DMO | Data Management Office |
| DOT | Department of Transportation |
| E&H | Elderly and Handicapped |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPA | United States Environmental Protection Agency |
| ETC | Employee Transportation Coordinator |
| FEIS | Final Environmental Impact Statement |
| FHWA | Federal Highway Administration |
| FSP | Freeway Service Patrol |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |
| GFOA | Government Finance Officers Association |
| GIS | Geographic Information Systems |
| HOV | High-Occupancy Vehicle |
| ICMA | International City/County Management Association |
| ICTC | Interstate Clean Transportation Corridor |
| IEEP | Inland Empire Economic Partnership |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IIP/ITIP | Interregional Transportation Improvement Program |
| ITS | Intelligent Transportation Systems |
| IVDA | Inland Valley Development Agency |
| JARC | Job Access Reverse Commute |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LNG | Liquefied Natural Gas |
| LTF | Local Transportation Funds |
| MAGLEV | Magnetic Levitation |
| MARTA | Mountain Area Regional Transportation Authority |
| MBTA | Morongo Basin Transit Authority |
| MDAB | Mojave Desert Air Basin |
| MDAQMD | Mojave Desert Air Quality Management District |
| MIS | Major Investment Study |
| MOU | Memorandum of Understanding |

SANBAG Acronym List

2 of 2

| | |
|---------|---|
| MPO | Metropolitan Planning Organization |
| MSRC | Mobile Source Air Pollution Reduction Review Committee |
| MTP | Metropolitan Transportation Plan |
| NAT | Needles Area Transit |
| OA | Obligation Authority |
| OCTA | Orange County Transportation Authority |
| OWP | Overall Work Program |
| PA&ED | Project Approval and Environmental Document |
| PASTACC | Public and Specialized Transportation Advisory and Coordinating Council |
| PDT | Project Development Team |
| PPM | Planning, Programming and Monitoring Funds |
| PSR | Project Study Report |
| PTA | Public Transportation Account |
| PVEA | Petroleum Violation Escrow Account |
| RCTC | Riverside County Transportation Commission |
| RDA | Redevelopment Agency |
| RFP | Request for Proposal |
| RIP | Regional Improvement Program |
| ROD | Record of Decision |
| RTAC | Regional Transportation Agencies' Coalition |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agencies |
| SB | Senate Bill |
| SAFE | Service Authority for Freeway Emergencies |
| SANBAG | San Bernardino Associated Governments |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCRRA | Southern California Regional Rail Authority |
| SED | Socioeconomic Data |
| SHA | State Highway Account |
| SHOPP | State Highway Operations and Protection Program |
| SOV | Single-Occupant Vehicle |
| SRTP | Short Range Transit Plan |
| STAF | State Transit Assistance Funds |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TCM | Transportation Control Measure |
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TEA | Transportation Enhancement Activities |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TIA | Traffic Impact Analysis |
| TMC | Transportation Management Center |
| TMEE | Traffic Management and Environmental Enhancement |
| TOC | Traffic Operations Center |
| TOPRS | Transit Operator Performance Reporting System |
| TSM | Transportation Systems Management |
| USFWS | United States Fish and Wildlife Service |
| UZAs | Urbanized Areas |
| VCTC | Ventura County Transportation Commission |
| VVTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996